



NM000022

Special points of interest:

- Presidential TFR
- Eugene, Oregon Runway Safety
- Midair Collision
- TAF: Terminal Aerodrome Forecast
- 1-866-GA-SECURE

Volume 2, issue 2

July 2004

S.P.A.N.S.—Spanning the gap between FAA and Airmen

The Federal Aviation Administration's Safety Program has been producing safety seminars, pamphlets, advisory circulars, videos and many other safety related items for years. We used the US Postal Service to deliver notices about the availability of these items and information about when and where seminars would be held. This method of delivery was slow and costly. With the growing popularity of e-mail and its magnificent suitability for delivering this type of information, we have developed the **Safety Program Airmen Notification System or SPANS**. With just a few simple clicks of the mouse, you can visit a user friendly web site and "see" what events are in your local area or any area throughout the country. You may find it more convenient to register with the site and then impor-

Date	Title and Description	Location
Thursday, Jul 08, 2004 7:00 pm 3010044	SAFE FLIGHT Topic: Aircraft Awareness Weather you see or not a plane, join us to learn critical information about observing aircraft before flight.	4010 S. Orange Ave. Orange, FL 32811 Vista Mac
Monday, Jul 12, 2004 11:00 am 3010045	FAA Safety Program Topic: Engine Failure This is a copy of Doug Alexander's presentation at Sun 'n Fun 2004. For more information please visit: www.faa.gov/flightops or www.faa.gov/flightops	4025 Sun 'n Fun Drive Lakeland, FL 33811 Vista Mac
Tuesday, Jul 13, 2004 7:00 pm 3010046	FLYING RIGHT Topic: The Pilot and Weather Go, Go, Go Weather's weather information that all pilots should know before a flight. Under changing weather systems in Florida, how then, how do we make decisions?	4010 S. Orange Ave. Orange, FL 32811 Vista Mac
Wednesday, Jul 14, 2004 8:00 am 3010047	Charles Taylor Award Topic: Charles Taylor Award Charles Taylor Award - the national information please visit: www.faa.gov/flightops or www.faa.gov/flightops	4025 Sun 'n Fun Drive Lakeland, FL 33811 Vista Mac
Monday, Jul 19, 2004 11:00 am 3010048	FAA Safety Program Topic: Fuel Awareness This program will help prevent fuel exhaustion accidents with a better preflight. For more information visit: www.faa.gov/flightops or www.faa.gov/flightops	4025 Sun 'n Fun Drive Lakeland, FL 33811 Vista Mac
Monday, Aug 02, 2004 11:00 am 3010049	FAA Safety Program Topic: Generalized Events This is a copy of James Kitcher's presentation at Sun 'n Fun 2004. For more information please visit: www.faa.gov/flightops or www.faa.gov/flightops	4025 Sun 'n Fun Drive Lakeland, FL 33811 Vista Mac
Thursday, Aug 12, 2004 7:00 pm 3010050	What You Don't Know May Hurt Topic: What You Don't Know May Hurt Learn how misconceptions are born and how they can make us unsafe.	4010 S. Orange Ave. Orange, FL 32811 Vista Mac
Tuesday, Aug 17, 2004 9:00 pm 3010051	Corporate Seminar Topic: Safety Annual Corporate Seminar - for more information visit: www.faa.gov/flightops	4025 Sun 'n Fun Drive Lakeland, FL 33811 Vista Mac

tant safety alerts and other information can be sent right to your e-mail box in a timely manner. It's your choice and our way of spanning the gap between the FAA and our customers. No longer will you need to receive all that

paper, but rather, in its place, a simple e-mail.

SPANS is only part of a much larger effort to make safety information available to help you operate safely in the National Airspace System.

FAASafety.gov will soon bring you a Safety Library filled with FAA publications, fully searchable and downloadable for your convenience. Our aim at FAASafety.gov is to bring you up-to-date and pertinent safety information thus spanning the gap between

the FAA and all airmen in using the National Airspace System.

James E. Pyles, RSPM

Ideas & suggestions are welcome; send to:

info@FAASafety.gov

The 18th Annual Northwest Mountain Family Fly-in McCall Idaho—August 13,14, & 15, 2004

We have not found a better location for the fly-in yet, so we really hope to see you here again this year. We will have things for everyone to do, from recreational opportunities, to flying events, to interesting lectures, and a barbeque and a banquet. The flying events will include Density Altitude clinics, P.A.C.E. (Pilot & Aircraft Courtesy Evaluation) program, and the WINGs pro-

gram (an opportunity to fly into some back country strips). This is not a full mountain-flying clinic; it is just a little exposure to it. For more details, keep checking the following sites: Idaho Department of Aeronautics <http://www.itd.idaho.gov/aero/aerohome.htm> and the Boise Flight Standards District Office <http://www.faa.gov/fsdo/boi/>

John W. Goostrey, SPM

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Plane Talk

TAF: Terminal Aerodrome Forecast

On February 1, 2004, the National Weather Service (NWS) implemented changes to the TAF. The important changes for General Aviation (GA) pilots, flight instructors (CFI), and other users of the TAF are:

- Eliminate BECMG (Becoming).
- Eliminate the use of PROB40 (40% probability of the specified weather occurring).
- Restricting the use of PROB30. The PROB30 will not be used in the first 9 hours of the TAF, including amendments. (Previously it was not allowed during the first 6 hours of the TAF).

The GA community, specifically pilots and flight instructors when flight planning and decision making, should keep in mind that the TAF should not

be their sole source for a forecast of thunderstorms or rain or snow showers at an airport, or along a route of flight. If the forecaster feels the probability of thunderstorms and other precipitation events, including any associated lower ceilings and visibilities, is less than 50 percent during the first 9 hours of a TAF, the TAF will not contain that weather. If the forecaster believes the probability is 50 percent or greater, the forecaster will include the weather in the TAF by using a TEMPO (temporary conditions between the time stated) or FM (voiced as "from", and meaning the prevailing weather will change at that time).

For flight planning and decision making, GA pilots and CFIs should use all available weather information, and not limit their decision on one product, i.e. the TAF. Just as in instrument flying, a pilot does not focus on one instrument, rather the pilot

scans several instruments.

The weather savvy GA pilot should adopt the same procedure, which is to look at several weather products and forecasts. For example, in addition to the TAF, also use the Area Forecast (FA), NWS and other Internet forecasts, television and radio weather forecasts, and briefings from Flight Service Stations (FSS).

Thanks to the Internet, self briefings are becoming easier, but unless you're a weather expert, don't omit the most important source for weather, the Flight Service Station. I use FSS, and I'm a weather expert!

Larry Burch, ATP, MEII, ASC,
NWS Meteorologist in Charge,
Salt Lake ARTCC

...what have you
done **TODAY** for
Safety?



Eugene, Oregon Airport (EUG) Hotspots

Runway Safety is Everyone's Responsibility

The Eugene Airport has been experiencing an increased number of pilot deviations over the last 24 months. Four have already occurred in the first four

months of 2004. Most of the pilot deviations are runway incursions with aircraft crossing runway 3/21, on taxiways Alpha and Delta, without clearance.

The re-occurring theme seems to be unfamiliarity with the airport geometry at midfield.

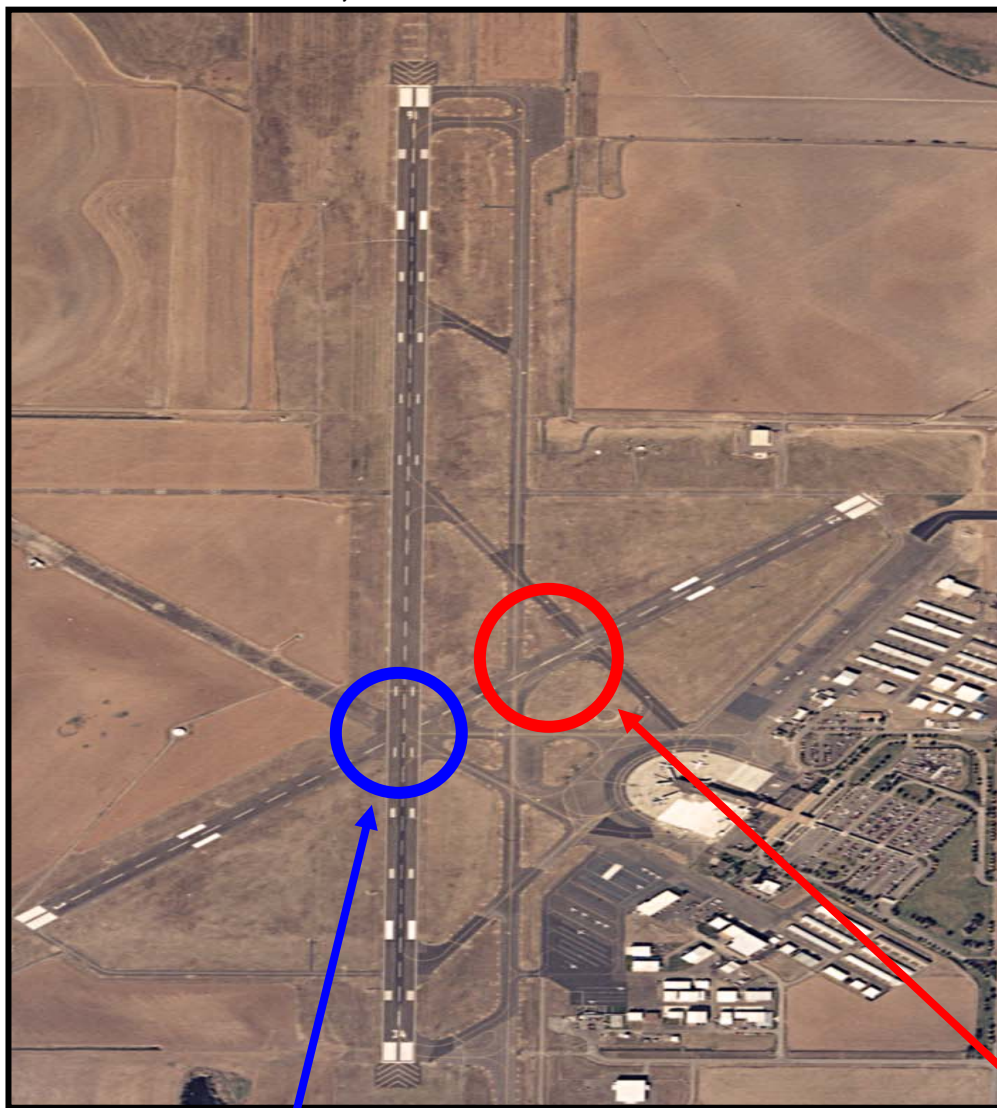
In an effort to prevent the runway incursions, the Eugene Tower is taking steps to alter its procedures by not issuing taxi instructions to aircraft on routes that direct them toward the mid-field area. They have published leaflets and posters that are available at the local FBO's, which explain the areas of concern.

The Eugene Tower is asking all pilots who are flying in and out of EUG to maintain an increased level of awareness when taxiing on the airport. You, the pilots are the best prevention against runway incursions by ensuring that you are familiar with the airport layout and observing all signs and markings.

Thomas Mock,
Support Specialist

Airport Operations: 541-682-5430

Air Traffic Control 541-607-4600



The area of highest aircraft activity is where Runway 16/34 intersects Runway 3/21. The geometry here creates a higher opportunity for conflict. At this point on the airfield, the intersecting runways produce a great expanse of pavement. Pilots departing from A5 or A6 should ensure that they have lined-up on the runway assigned by ATC

before beginning departure roll. There are four possible runways to take from these intersections. One method of confirmation is to ensure your compass or directional gyro agrees with the runway number for which ATC cleared you.

There are holding positions on Taxiways A & D on either side of Runway 3/21. To avoid incidents, aircraft should rigorously observe signs & markings, stop appropriately, and receive clearance from ATC before crossing runways.

Presidential Temporary Flight Restrictions (TFR) Permanent TFR's . . . Charted at last!

With this being an election year, and the way that Presidential candidates like to travel, shake hands, and kiss babies, we thought we would offer a gentle reminder that President Bush brings with him a 30 nautical mile Temporary Flight Restriction (think of it as restricted airspace). It begins when Air Force One touches down in your area and it exists until Air Force One departs. It extends from the surface to 18,000 feet and it is protected by eagle eyed military pilots in fast, sophisticated military aircraft. If you enter it unauthorized you can kiss your pilot privileges goodbye for at least 30 days. During past Presidential visits, pilots could get authorization to enter the TFR by calling the Flight Service Station, reporting their intended route of flight, time, and altitude. The flight service station would

then issue a specific transponder code to identify your aircraft. By squawking that code you could fly within the TFR legally. We assume the same will be in effect next time.

As we go to press, no decision has been made as to whether or not TFRs will be erected when other presidential candidates come to town. There is some speculation now that the political parties are down to one presidential candidate, those individuals will also get TFRs. And if they do, what size should they be? Our best advice is if you hear of a presidential candidate coming to your area, contact your Flight Service Station and ask about associated TFRs.

Good news!

On February 19, 2004 the FAA National Aeronautical Charting Office was authorized to depict the "permanent" Temporary Flight Restrictions on sectional charts. No longer will pilots need to guess where the boundaries are located. No longer will pilots have to take the lat/long coordinates and plot them on their sectionals themselves. They will be plotted for you. Of course this applies to the TFRs which have been in effect continually since 9-11-2001. The truly temporary TFRs that "pop-up" over professional sporting events, forest fires, and the Presidential TFRs etc., etc., etc. will, of course, not be plotted. New this year – look for TFRs to be in effect during airshows featuring military airshow teams (Blue Angels, Thunderbirds, etc)

Remember it's up to you to check with Flight Service and on the web to know about ALL TFRs that might affect your flight!

Caution Falling Objects

A friend of ours who flies a parachute has noticed an increase in the number of aircraft flying through the airspace overlying designated parachute drop zones. He wants to remind pilots of the danger of being hit by high speed projectiles when flying through these areas. He says he has dropped parachute enthusiasts as early as 9:00 AM and as late as 4:00 AM. So, be concerned at all times of the day and night. NOTAMS are not issued for

drop zones which are already plotted on charts. Drops are routinely made from altitudes as high as 18,000 feet.

At non-towered airports, the pilot of the drop plane should make a pre-jump announcement on the CTAF warning that the jump will be commencing soon. One minute before the jump they should check with ATC radar

people for potential targets in the area. When the door opens they should make one final call on the CTAF that jumping is in progress. Even with these precautions, close encounters are happening all too often.

The bottom line is to check NOTAMS and the sectional for plotted drop zones and give them several miles (3 to 5) separation. We'll all rest easier.

Scott Gardiner, SPM



MIDAIR COLLISION — “Not me!”

Traffic at Non-towered Airports

The Safety Counselor's Corner

The Facts

According to AOPA's 2000 Nall Report 49% percent of midair collisions occurred either in a traffic pattern or while approaching to or departing from an airport and 78% of those collisions occurred at non-towered airports. Furthermore, over 20% of the remaining 51% of midair collisions occurred within 10 miles of an airport. These statistics warrant a look at the procedures used

for entering and departing traffic patterns, especially at non-towered airports.

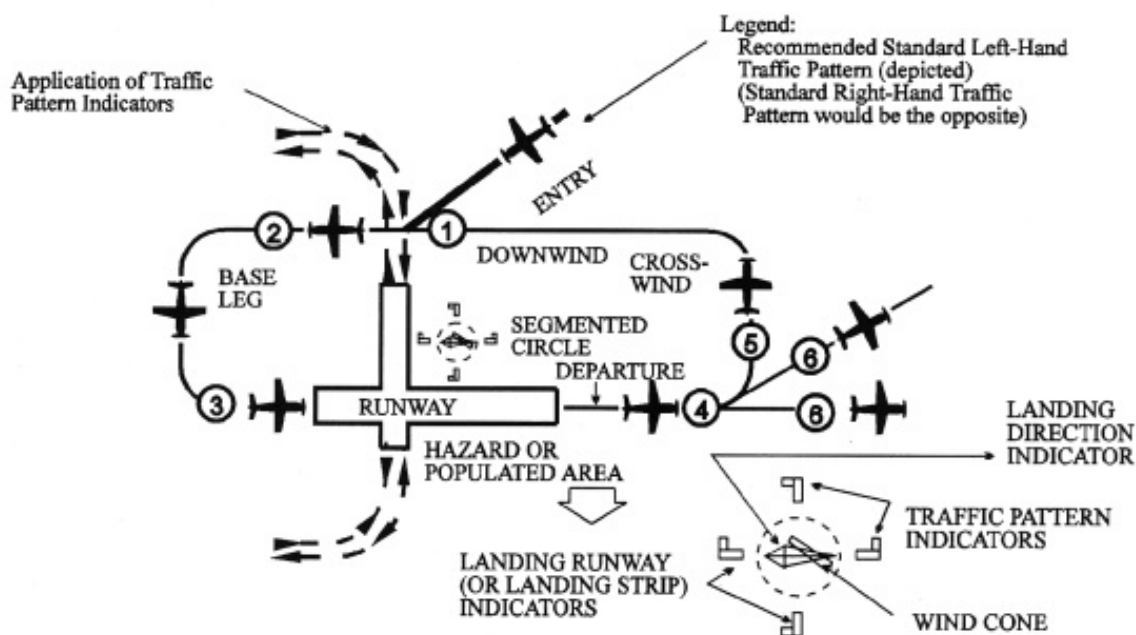
The Regulations

FAR 91.126 (b)(1) states that when approaching to land at a non-towered airport the pilot must make all turns to the left (except at airports displaying indicators for right hand patterns). The regulation does not provide information for departing the pattern nor does it state at which

point of the traffic pattern the pilot should enter the pattern. Prudent pilots will follow the requirements of FAR 91.103 and familiarize themselves with “all available information concerning that flight”. Although non-regulatory in nature, the Aeronautical Information Manual (AIM) and Advisory Circular (AC) 90-66A provide information regarding pattern entries and exits and should be considered to fall under

(Continued on page 6)

Prudent pilots will follow the requirements of FAR 91.103 and familiarize themselves with “all available information . . .



Key to traffic pattern operations:

1. Enter pattern in level flight, abeam the mid-point of the runway, at pattern altitude. (1000' AGL is recommended pattern altitude unless established otherwise. . .)
2. Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.
3. Complete turn to final at least 1/4 mile from the runway.
4. Continue straight ahead until beyond departure end of runway.
5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.
6. If departing the traffic pattern, continue straight out, or exit with a 45 degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.

MIDAIR COLLISION — “Not me!” Traffic at Non-towered Airports

(Continued from page 5)

the “all available information” specified in the FAR 91.103. (AC 90-66A par. 7.c)

The Non-Regulations

The AIM 4-3-3, figure 4-3-2 (found on page 5 of this newsletter) and the key to traffic pattern operations that follows the figure, shows the recommended procedure for entering a traffic pattern at a non-towered airport. Note that the recommended entry is on a 45 to the downwind leg so as to intercept the downwind leg at a point abeam the center of the runway. The AIM also states that pilots should be at traffic pattern altitude (TPA) when entering the downwind leg. This raises the question of how far out the aircraft should be when it arrives at TPA. Advisory Circular AC 90-66A (par. 8.a) states that once “...the proper traffic pattern direction has been determined, the pilot should then proceed to a point well clear of the pattern before descending to the pattern altitude”. What should pilots do if they find themselves arriving on the upwind side of the traffic pattern? An AOPA Safety Advisor entitled “Operations at Non-towered Airports” applies information from AC 90-66A. The Advisor states that the pilot should “cross over at least 500 feet above pattern altitude....When well clear of the pattern – approximately 2 miles – descend to pattern altitude and enter at 45 degrees to the downwind leg”.

In this Advisor the AOPA Air Safety Foundation presented an alternative method for entering a traffic pattern from the upwind side.

Notice that the AIM and AC references to pattern entries have no provisions for base entries. AC 90-66A does discuss straight-in approaches, stating that “for those pilots who choose to execute a straight-in approach, maneuvering for and execution of the approach should be completed so as not to disrupt the flow of arriving and departing traffic”. Furthermore, the AC warns pilots on instrument approaches to avoid interrupting the flow of traffic.

Regarding takeoffs, the pilot should refer to the AIM for guidance. Figure 1 (page 5) shows the recommended departure procedure. The key to traffic pattern operations provides textual information regarding departures. Item 5 states that when remaining in the pattern the pilot should not turn crosswind unless the aircraft is beyond the departure end of the runway and within 300 feet of TPA. Item 6 states that when departing the pattern the pilot should either continue straight out or turn 45 degrees in the direction of the pattern; this turn should not be started until the aircraft is past the departure end of the runway and has reached TPA. This should prevent a departing aircraft from colliding with an aircraft entering on the 45.

Conclusion

When planning to land at an unfamiliar non-towered airport, the pilot should include a check of the Airport Facility Directory (A/FD) to verify the TPA and any runways with non-standard right-hand patterns. The AIM, 4-3-23 (c) recommends turning on the landing light within 10 miles of an airport. By listening to ASOS/AWOS prior to entering the airport area the pilot can form a plan to enter the pattern on the 45 to downwind and should plan the descent so as to arrive at TPA one to two miles out. A listening watch should be maintained on the published common traffic advisory frequency (CTAF) and position announcements made. Pilots should be aware that some airports have their own established traffic pattern procedures. If in doubt, the suggested arrival techniques should be used. Student pilots should be taught the phraseology used by instrument pilots announcing positions during IFR procedures and where to look for inbound instrument traffic. Finally, the pilot's best tool for avoiding a midair collision is still a good pair of eyes.

Teresa Sloan, ASC

Teresa is an associate professor of Flight Technology at Central Washington University. She holds an ATP certificate and has given over 2,700 hours of flight and FTD instruction.

... Pilots should include a check of the Airport Facility Directory (A/FD) to verify. . .

General Aviation Security

Since September 11th, General Aviation has been increasingly under fire. We pilots cannot afford to have a future tragedy occur with GA aircraft used as terrorist tools. Please keep your eyes open for suspicious activity. By greeting strangers on the ramp, you can learn much about them and at the same time be a diplomat for GA and your airport. If your suspicions are ever aroused, if things don't seem to "add up" or seem out of the ordinary, report your concerns. A toll-free hotline has been set up to the National Response Center. Professionals will take your information and instantly dispatch local authorities to respond to the potential threat. Please take a moment now to program their number into your cell phone – 1-866-GA-SECURE (1-866-427-3287). You may be the one to help avert a tragedy.

Avoidable accidents, and the resulting insurance costs, personal tragedy, and negative press, also threaten our freedom. Keep your eyes open for other pilots who may be

in the midst of poor decision making. I'm not suggesting that you become a "busy-body", telling others what to do; but rather offer a friendly word when needed. Newly certificated pilots are sometimes in need of some helpful mentoring. I'll give you some examples. Usually after gaining their certificate, the new pilot will show up at the airport with friends in tow, ready for that first ride. The weather is questionable; perhaps the wind is high, but the pilot feels compelled to not back down from the flight. A simple comment such as "Boy, not even the instructors are flying in this stuff" may be just the "out" the pilot needs to hear, to gracefully cancel the flight. And when the pilot informs the passengers of the decision to cancel, praise the decision as the mark of a good pilot – it will help the pilot "save face" and make the friends (and the pilot) more confident of the pilots' decision making skills.

Recently, a new pilot showed up with three rather large friends. I overheard them discussing who would sit

where in the 172. When I saw the pilot go in the weather briefing room alone, I popped my head around the corner and said innocently, "I'm in my office if you need some help doing a weight and balance." The seed was planted, you could see the gears turning in the pilot's head. The pilot walked out and explained to the passengers that two friends would go on the first flight and the other friend would go up on a second flight.

Ever see a transient pilot take off into poor weather or try to cross the mountains at night? Maybe all that was needed was an offer of a courtesy car or a ride to a motel to break the chain of events that leads to an accident.

Whether its potential aircraft accidents or terrorist acts, it's always so much better to keep our eyes open and respond, than to be reading the newspaper and thinking to yourself, *"If I'd only said something!"*

See ya in the pattern.

John Scott, ASC

... Toll-free hotline
to National
Response Center ...
1-866-427-3287
1-866-GA-SECURE

Maintenance 1

The FCC has authorized via a waiver, for aircraft being towed or taxied (unless it is for take-off) the use of a radio call sign of "Maintenance" and the last three characters of the N-

number. For example a maintenance person taxiing N12345 from the gate to the hangar, or for a run-up could use the call sign "Maintenance 345". This should clue Air Traffic that

the aircraft may not have a pilot operating it, and they may want to monitor the movement more closely.

Scott Gardiner, SPM

U.S. Department of Transportation
Federal Aviation Administration

Mike Monroney Aeronautical Center
Airmen Certification Branch, AFS-760
PO Box 25082
Oklahoma City, OK 73125

Official Business
Penalty for Private Use \$300
AC Form 1360-165 (11/99)

PRSRT STD
AUTO
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FAA
PERMIT NO. G-44



Question?

For questions or comments about this issue of Plane Talk contact:

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For past issues of Plane Talk:

<http://www.faa.gov/avr/af/fs/anm/safety/index.htm>

Question: Is it permissible to accomplish a phase of the Pilot Proficiency Awards Program [WINGS] [see Advisory Circular No. 61-91H] in an ultralight vehicle and then be able to act as a pilot in command of a Cessna 310 [or act as a pilot in command of a helicopter or a glider or balloon, etc.]

Answer: Ref. § 61.56(c)(1) and (e); No, it is not permissible to accomplish a phase of the WINGS Program in an ultralight vehicle for meeting the flight review requirements in an aircraft for § 61.56(c)(1). The Federal Aviation Regulations under § 61.56(c)(1), state, in pertinent part that

“no person may act as pilot in command of an aircraft unless, . . . that person has. . . (1) Accomplished a flight review given **in an aircraft** for which that pilot is rated by an authorized instructor.” (emphasis added). An ultralight is not an aircraft.

Even though Advisory Circular No. 61-91H provides for pilots of ultralight vehicles to participate in the WINGS program, the intent of § 61.56(e) and Advisory Circular No. 61-91H for persons who desire to act as pilot in command **of an aircraft** is to require the pilots to accomplish the WINGS program **in an aircraft**.

It is noted that Advisory Circular No. 61-91H does not specifically prohibit the substitution of an ultralight vehicle for an aircraft. But § 61.56(c)(1) clearly states that a person must accomplish a flight review “in an aircraft,” and the rules are controlling over advisory material. We note that Advisory Circular No. 61-91H needs to be revised to clarify this matter.

Answered by: John D. Lynch, AFS-840 and reviewed by Komal Jain, AGC-240

This Q&A and others can be found on the web at:

<http://www.faa.gov/avr/af/s/infoforgeneralaviation/>